

Today's Advertisements.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 2nd October, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 25th September, 1899. [1233]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Company's Chartered Steamship
"NANYANG,"
Captain Lehmann, will be despatched for the above Ports, on MONDAY, the 26th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 25th September, 1899. [1214]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
The Company's Steamship
"HAICHING,"
Captain Hodgins, will be despatched for the above Ports, on WEDNESDAY, the 27th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 25th September, 1899. [1215]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
The Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched on FRIDAY, the 29th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

A.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the "EASTERN" and "AUSTRALIAN" S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th September, 1899. [1216]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched as above on FRIDAY, the 29th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th September, 1899. [1217]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA DIRECT.
The Company's Steamship
"ESMERALDA,"
Captain Colman, will be despatched for the above Port, on SATURDAY, the 30th instant, at 5 P.M.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 25th September, 1899. [1220]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND MANILA.
The Company's Steamship
"MAIZUO MARU,"
Captain T. Orita, will be despatched for the above Ports, on SUNDAY, the 1st October, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th September, 1899. [1213]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"CALCHAS,"
Captain Gregory, will be despatched as above on TUESDAY, the 17th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th September, 1899. [1216]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"ORESTES,"
Captain Pulford, will be despatched on TUESDAY, the 31st October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th September, 1899. [1221]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.
The Steamship
"CATHERINE APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 28th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wharfedale.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSON, SONS & Co.,
Agents.
Hongkong, 25th September, 1899. [1224]

DAVID SASSON, SONS & Co.,

Today's Advertisements.

VICTORIA BATHING CLUB.

THE HALF-YEARLY MEETING will be held at the CLUB-HOUSE, TAIWAN, on THURSDAY, the 28th instant.

BUSINESS.—To receive the Half-Year's Report and consider Rules with regard to New Members.

All Members are particularly requested to attend.
Lunch as usual.
By Order of Committee,
J. EDWARDS,
Secretary.
Hongkong, 25th September, 1899. [1217]

GOVERNMENT NOTIFICATION.
No. 511.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 2nd day of October, 1899, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of October, 1899, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Regency No.	Locality.	Boundary Measurement.	Contents in Square Feet.	Annual Rent.	Rate per Acre.
1	100	Mong Kok Tsui.	100 x 100	10,000	100	100

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned, at 12, Oldfield (Nook) on SATURDAY, the 14th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to the 14th October, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 25th September, 1899. [1218]

AN APPEAL.

THE SUPERIORESS, of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1892. [1493]

Intimation.

A. S. WATSON & Co.,
LIMITED.

SEEDSMEN.

OUR SHIPMENTS OF FLOWER AND VEGETABLE SEEDS

OR THE SEASON 1899-1900 ARE NOW READY FOR DELIVERY.

Orders are executed from New Stock only.

Priced Catalogues, with Hints for Gardening, can be obtained on application.

These SEEDS are supplied to us by the best growers in the World.

It is particularly requested that care be taken when sowing, and supervision exercised over Chinese gardeners, whose incompetence in dealing with the seeds may sometimes lead to disappointing results.

CLAY'S FERTILIZER

Supplies natural nourishment to the soil.

In Tins.

10lbs. each - \$1.75

28lbs. - \$4.50

RANSOME'S LAWN MOWERS.

The Best and Cheapest Machines in the Market. Supplied at Manufacturer's Prices.

FERNINGER'S MANUAL OF GARDENING FOR THE TROPICS

PRICE \$7.50.

A. B. WATSON & Co., Limited.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 25, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL CRISIS.

Events with regard to the crisis in the Transvaal are moving but slowly, the British authorities do not appear to be in a hurry to precipitate matters and seem desirous to spin out the time by diplomatic negotiations. We have heard many folk express the opinion that to do so is simply so much time wasted, but we do not share this opinion. If war is to come, then it will be just as well to have everything prepared for it; men, horses, guns and ammunition upon the spot and the commissariat department ready to the last ounce of tea and biscuit. It must not be forgotten that the troops were not to leave India for South Africa until today, and so by delaying until the 29th, when our demands are to be considered in Council, time will be gained to allow these troops to get well upon their way and in the event of an outbreak of hostilities we shall be prepared to act on the offensive at once without any weary delay awaiting the arrival of reinforcements. It is not to be wondered at that the British Government is not anxious to precipitate a war. War nowadays is a much more terrible thing than it was even a quarter of a century ago and a struggle with the Boers would prove to be as hard a one as we have been engaged in for years. True, we have improved in our methods and means of warfare since the last Transvaal war, but so have the Boers. They are just as up to date in the matter of weapons as we are and they have an additional advantage in fighting in their own country, while our troops will have to manoeuvre in a strange land. It may be that the Boers will commence hostilities, and if so no doubt our men who are now on the spot will be prepared to act until their reinforcements arrive. We shall require a large force if it comes to a fight and we certainly think that it is better to have all preparations made beforehand so that there can be no delay in the forward movement. We have no desire to see the British troops court disaster, as happened once before in South Africa.

THE DREYFUS AFFAIR.

LONDON, September 22nd.
Capt. Dreyfus is staying with his relatives at Carpentras. General Gallifet has issued an order to the Army declaring the Dreyfus incident closed and ordering it to be forgotten.

THE TRANSVAAL CRISIS.

At a meeting of the Orange Free State Raad President Steyn virtually accused Great Britain of a breach of faith and said he was not inclined to advise the Transvaal to accept the latest British demands. He also said that the Orange Free State was bound by treaty to assist the Transvaal.

THE CABINET COUNCIL.

The Cabinet Council resulted in a despatch to the Transvaal regretting the rejection of the offer of the British Government which would now proceed to formulate its own proposals for a settlement and that these would be considered in Council on the 29th instant.

WEATHER REPORT.

The Observatory report says:—On the 24th at 11.55 a.m. Barometric changes are slight. Pressure remains high over the interior of China, and low in the Pacific to E. or S.E. of the Loochoos. Gradients: slight to moderate with fresh monsoon on the coast and in the N. part of the China Sea. FORECAST:—Moderate N.E. winds; fine.

On the 25th at 11.50 a.m. The barometer has fallen slightly on the China coast. The typhoon is situated to the S. of the Loochoos, and apparently moving slowly westwards at present. Pressure is high over the interior of China and in the Pacific to the E. of Japan. Gradients slight to moderate for N. and N.E. winds on the China coast. FORECAST:—N. winds, light or moderate; fine.

LOCAL AND GENERAL.

ON the 1st of September a branch of the Hongkong Post Office was opened at Wei-hai-wei.

A LICENSE for the celebration of marriages has been granted to the American Board Mission Chapel.

Two children were burnt to death in a fire which occurred at Shantung Road, Shanghai, on the 20th inst.

Mr. E. R. Hallifax has been gazetted as a Police Magistrate and Justice of the Peace in the New Territory.

A TEAM of the Royal Artillery and a civilian team will play a polo match on Wednesday for the May Challenge Cup.

THE returns of the number of visitors to the City-Hall-Museum for the week ended 23rd September, are:—Europeans 194, Chinese 1,902; total 2,096.

THE *Bangkok Times* of the 12th inst. says that the premises now occupied by the Chartered Bank of India, Australia and China and by Messrs. Falek & Beidek have been sold to the former institution for T.C. 200,000.

IN the *Gazette* are published additional conditions to be attached to eatinghouse licences.

The object of the condition is to bring the houses under better control and to prevent their being used for improper purposes.

ELECTRICITY is making rapid strides in Calcutta and *punkah* walls will soon be a thing of the past, as the introduction of electric fans is becoming very general in the shops, public buildings, and private houses, while one or two of the churches expect to be fitted up soon.

A STEAM laundry is about to be established in Shanghai, says the *Shanghai Daily Press*, and the prospectus of a fairly wealthy company will shortly be issued. An influential Directorate is assured and the machinery, which will be of American manufacture, has already been negotiated for.

THE annual aquatic sports in connection with the Victoria Recreation Club commenced today, and will be continued to-morrow and Wednesday. To-day's programme included:—Club Championship; Plunging; Four Lengths (Army, Navy, and Police); Team Race; and Championship.

THE *Universal Gazette* states that the Japanese are turning their entire attention to the construction of two railways in Fochow, one from Fochow to Yenping, to Kukiang, and one from Fochow to Amoy. It is stated that Japan will not cease to make efforts until her demands are granted.

ACCORDING to the *Petit Parisien*, a hitherto unknown islet has been discovered off Cape Douvrieh. Lieutenant Blondiaux has been ordered to survey it and report on its exact position. Should it lie south of the promontory it will belong to France, and will be immediately occupied and strongly fortified.

WHEN Queen Victoria's statue in Albert Park was recently unveiled by Lord Ranfurly, none present were more pleased than the Marquis. Their first exclamation was "Aue!" and then, when they looked critically upon the ample bronze proportions of Her Gracious Majesty, and noted her copper-coloured features, they said: "All right; all the same as ourselves." She is one of us!

THE *Huapho's* Tientsin correspondent states that Chang Ben-nao Vice Director-General of Northern Railways, is now engaged in borrowing money to construct a short railway from Peking to Kalgan, and that it is believed that an English syndicate will undertake the job. This railway is evidently the Chinese answer to the Russian scheme of building a branch line to connect the Manchurian railway with Peking.

A NATIVE paper says that Li Ping-heng, former Governor of Shanghai, has been commanded to enquire into the charges made against the Manchu Governor and Lieutenant General in Moukden by the Censors. On his parting interview with the Emperor, Li pointed out the outrageous conduct of the Russians and the inefficiency of the Chinese troops there to cope with them. Some improvements will therefore be made in the Manchu forces.

A DELEGATE of the Ceylon tea industry who some time ago visited Russia reported to the British authorities various violations of commercial treaties with Great Britain in the different Customs charges on tea which gave preference to the overland trade through Siberia. The result of the negotiations with the Russian Government is that China teas going overland will in future have to pay the same as Ceylon and China teas entering Russia via Odessa.

THE prospectus of the Shanghai Pulp & Paper Co., Limited, has been published. The capital will be Tls. 450,000 in 4,500 shares of Tls. 100 each, of which 1,250 are offered for public subscription. Messrs. J. P. Bisset & Co., in their share report dated Shanghai, 18th September, say works of this kind are successful in Japan, and there is no reason why they should not succeed at Shanghai. The former attempt to establish a paper mill failed through want of money to complete the works.

THE *Japan Mail* prints another addition to the list of parrot stories. The bird in question used to live in a public-house bar, where there was always a great trade on Saturday nights. One evening the parrot was missed. Search was made, and at length it was discovered in the middle of a field surrounded by crows, who were steadily plucking out its feathers. As the rescuers approached the now half-naked bird was heard to call out: "One at a time, gentlemen, if you please; if you only wait you'll all be served."

COMMENTS on the Dreyfus case by the *V.C. Daily News* seems to have the *Echo de Chine* in a very sore spot. As to French injustice, in no other country, says the Shanghai French organ, would the sense of justice have been strong enough to secure a new trial in such a case. Our contemporary says that it was itself in favour of revision, but now that a second trial has taken place it maintains that the verdict should be accepted. What, it asks, would England have thought if the French press had taken up the Maybrick case in the spirit in which the English press has taken up the Dreyfus case?

INFORMATION of an interesting character has been furnished to the *Tokio Asahi* with reference to the purchase of Japanese railway debentures by foreign capitalists. The latter are now willing, our contemporary says, to invest their money at 5 per cent. provided that, first, the amount of the railway's capital is definitely fixed; secondly, the dividends paid since the opening of the line are clearly set forth; thirdly, an undertaking is given that no loan has been previously contracted; and, fourthly, that the interest on the debentures is paid abroad so as to secure it against taxation. —*Japan Mail*.

THE steamer *Telegraph* arrived at Nagasaki on Onomichi on Saturday morning, 9th September, with the U.S. troops from the wrecked steamer *Morgan City*. During the day the troops were disembarked and taken to godowns belonging to a local foreign firm, which had been comfortably fitted up for the men's reception. The *Ohio* arrived on the 11th from Manila and, after coaling, was to convey the troops to that port. In connection with the wreck, some interesting snap-shots have been taken by one of the postal employees in the U.S. service. One of the pictures shows the transport going down by the stern, with men swimming and others jumping from the sinking vessel. —*Nippon Press*.

THE American transport *Caroline*, from Seattle for Manila, arrived at Kobe on 14th inst., reports the *Kobe Herald*. She is a vessel of 4,000 tons and is under the command of Captain C. G. Conrad. She carries 387 horses and 74 cavalrymen. The vessel was to remain a week at Kobe. The horses were to be fed on the banks of the Minatogawa or on the vacant lot near the Shinkwa, Hiogo.

ALMOST every other week, says the *China Gazette*, a robbery from a foreign dwelling in Tientsin has been recorded for months past, and the authorities native and foreign appear to be very helpless in the matter. A stop will now probably be put to these nightly depredations, as we hear that a foreign employee of the I.M. Customs has shot one of these nocturnal prowlers whom he caught in his house in the middle of the night.

A DEPUTY of Foreign Affairs belonging to the Nanking Vicereignty, namely, Yui Sui-wan, once well-known in Hongkong, arrived here on the 19th inst., from Nanking to represent the Viceroy with regard to the final erection of the boundary stones of the new Settlement Extension. As, however, the local mandarins have their hands full in dancing attendance upon the newly arrived Governors of Kiangtung and Kiangsu, Mr. Lu Chuan-lin and Tse Shou (Manchu), respectively, and other high officials to arrive, it is believed that the work of setting up the boundary stones, will not be begun until a week or ten days from now. —*N. C. Daily News*.

REFERRING to the returning of the American Peace Commissioners to the United States the *Manila Times* says:—The Peace Commission is still to retain its offices and transact business as usual in the Concordia. All that has happened is that Colonel Denby and Mr. Worcester have been suddenly recalled to Washington. They are to return, because they are going to Washington for the purpose of holding consultations with Admiral Dewey and Mr. Schurman, and then laying their views before Congress when it meets. Probably, if all goes well, Colonel Denby will return as soon as possible to these islands. There is no reason for any scare sensation whatever.

IN the Mixed Court at Shanghai, reports the *China Gazette*, a respectable looking young Chinaman, described as the son of one of Tai-koo's compradors, was charged with obtaining money by false pretences, i.e., by a bogus Hongkong and Shanghai Bank cheque, purporting to be for Tls. 38, which was innocently paid over by a Chinese bank. It appeared the prisoner got possession of a leaf from a cheque book belonging to a firm in which he recently was employed and filled it up for the sum named. He did not fill in any name, but wrote after the Tls. 38 "and pay no more," while he filled up the place for the signature with the words "I wrote this." The cheque was presented to a Chinese bank, which took these three words for a foreigner's signature and paid over the money, the fraud being only discovered when the cheque came into the Hongkong and Shanghai Bank for payment.

Mr. I. Turner attended in Court on behalf of the Hongkong and Shanghai Bank. The prisoner's defence was that a friend was pestering him for a loan and to rid himself of his importunities he (the prisoner) gave his friend the cheque. He was sentenced to two months imprisonment.

CONCERT AT MOUNT AUSTIN.

A capital concert was given last night at Mount Austin by several Royal Welch Fusiliers, assisted by a few amateurs. There was a good audience, most noticeable amongst those assembled being H.E. the Governor. A great attraction on the programme was the announcement that Miss Quennie Lambert would dance, which was responsible in a great measure for the good attendance. The "Washington Post" was the first item, given by the Orchestra, and then Sergeant Roberson made his debut in a song entitled "The London Town Girl," and acquitted himself right well. In a good baritone voice Sergeant Clarke rendered "The finest flow of language ever heard," eliciting an encore. A song by Sergt. Norman, "It's hard to say Good-bye," was well received, and Corp. Hart was encored for "You have to leave 'em." Mr. C. Grace, one of our local amateurs, was loudly applauded for his effort. The Yeoman's Wedding. Private Burke favoured with a dance, and Sergeant Palmer had to appear again after singing "Good old Rashby." One of the tit-bits of the evening was a recitation by Mr. Norvel McGregor, of the Janet Walcott Company (the latter, by the way, gave a performance on Thursday, at the City Hall). Lieutenant Walwyn, one who has gained for himself a good name in singing comic songs, was encored for his solo "The Goose and the Golden Eggs." This song has a swinging chorus and was heartily taken up by the audience. Miss Quennie Lambert came in for a round of applause for her dance effort. This was specially given by request of the R.W.F. Fusiliers. The song "Drinking" was rendered by Sergeant Baldeen. The best encores were tendered to Sergeant Howell for his song "Why should husbands frown?" The last item, a solo entitled "Hien-Vlad-Fyn-Niadan" (National Anthem) was well sung by Private Loderick, the men of the regiment present heartily joining in the refrain. "God Save the Queen" ended a most pleasant evening.

SALES OF CROWN LAND.

Two lots of Crown Land (226, 450 sq. ft.) at Hok On, Kowloon Bay, were put up for auction to-day by Mr. King, Land Bailiff, and knocked down to Mr. W. S. Bailey for \$22,600. A lot (4,083 sq. ft.) at Tai Kok Tsui, Kowloon, was bought by Messrs. Arnold, Kurlberg & Co. for \$1,041; and another lot (30,000 sq. ft.) in Barker Road, was purchased for \$3,620 by Mr. C. L. Gorham.

THE PLAGUE.

Cases reported to 23rd instant:—
Do. do. during past 48 hours:—
Total:—1,468

Deaths reported to 23rd instant:—
Do. do. during past 48 hours:—
Total:—141

INLAND WATERS STEAM NAVIGATION.

The following is a continuation of the correspondence on Inland Waters Steam Navigation forwarded to us by the Chamber of Commerce:—

THE CONSUL TO THE SHIPPING COMPANIES.
British Consulate,
Canton, 6th May, 1899.

Gentlemen.—Referring to your letter of March 28th, forwarding a joint petition of British shipping firms to Her Majesty's Minister at Peking with reference to the working of the Inland Steam Navigation, I am directed to hand you the enclosed reply, and have to ask you to communicate it to the other British firms interested.

I am, Gentlemen,
Your obedient servant,
R. W. MANSFIELD.
Messrs. Jardine, Matheson & Co., Hongkong.

H.M.'S. CHARGE D'AFFAIRES TO THE SHIPPING COMPANIES.
Peking, 27th April, 1899.

To Messrs. Jardine, Matheson & Co., Messrs. Butterfield & Swire, Hongkong, Canton & Macao Steamboat Co.

Gentlemen.—I beg to acknowledge receipt of your letter of 28th March with reference to the provisions of the Regulations and Rules for the Steam Navigation of the Inland Waters of China.

The various questions raised by you are receiving my close attention and I will communicate with you further on the subject.

I am, Gentlemen,
Your obedient servant,
H. O. BAX INNESIDE.

Peking, 17th May, 1899.

Gentlemen.—In continuation of my letter to you of 27th April, I beg to inform you that I have been in communication with the Inspector General of Maritime Customs with reference to the observations on the Rules and Regulations for Inland Steam Navigation in China made by you in your letter to this Legation of 28th March.

Sir Robert Hart was entrusted by Chinese Government with the task of drawing up these Rules and Regulations, and his views on the subject are therefore of considerable importance. He has written to me a reply dated 14th instant, copy of which I enclose for your information.

The system is, of course, upon its trial and is being carefully watched and reported upon by Her Majesty's Consuls in all parts of China. It should be given due time to afford a fair test of its merits. Your remarks as to the West River trade will be borne in mind in case revision prove to be necessary.

I am, Gentlemen,
Your obedient servant,
H. O. BAX INNESIDE.

it now is, it does not satisfy either side. The foreign trader fears that the restrictions which provincial officials call for will "develop" the development which the foreigner aims at will destroy revenue, but both one and the other are alarmed, and perhaps unnecessarily, before the event, and plead from fear rather than from facts. If steam navigation inland is to work quietly and be a benefit, it will be necessary to legislate locally at many different points and in accordance with many different sets of circumstances, conditions, and requirements. It will only be when that is done that regulations and procedure will be suitable and also contain in the eyes of both sides the proper proportion of support and control.

As regards the rules and regulations and clause 8 of the supplementary rules, there has been much consultation, and much passing and re-passing of draft rules for consideration, but up to the present none have been issued for publication; and as for the appointment of the provincial officers referred to in clause 9 of the rules, such appointments are to follow publication and have not yet been announced. It is hardly likely that this delay has caused either inconvenience or damage, seeing that it has not been interfered with the enjoyment of any existing rights, and that foreign vessels, at least to any considerable extent, are not at liberty to which the depth and width of water channels necessarily confine the navigation privilege, and this privilege whether tightly or wrongly thought of, will require years of patient nursing before it can possibly answer any expectations. I have, etc.

ROBERT HART,
H. O. Bax-Ironside, Esq., H. B. M.'s Charge d'Affaires, Peking.

THE STEAMER COMPANIES TO H.B.M.'S CHARGE D'AFFAIRES.

Hongkong, 17th June, 1899.
Sir,—We have the honour to acknowledge receipt of your despatches of the 27th April and 17th May, which, with enclosures, reached us through the medium of H. B. M.'s Consul at Canton.

It is with much disappointment that we infer from your despatch that you do not propose to take any steps and that you think it well in the meanwhile to concur in the interpretation placed by Sir Robert Hart on the Rules and Regulations for Inland Steam Navigation in China, and that the system should be given due time to afford a fair test of its merits.

If the Rules and Regulations as interpreted by Sir R. Hart could be regarded as in any respect satisfactory, or if they gave fair promise of eventually meeting the requirements of the West River navigation and trade, we would readily assent to your suggestion that they should have a trial to test their merits, but there can be no hope of eventual satisfaction with a system which seriously impairs the value of the original concession.

We have carefully read the letter from Sir Robert Hart which you have been good enough to forward and while admitting that his views are important on the working of Rules and Regulations which he himself has drawn up, we take exception to the interpretation given them. The difficulty with which the Inspector-General was confronted was, we readily admit, a very serious one, for he had the choice of coming into conflict with the interests of the Provincial authorities in the matter of revenue on the one hand, and on the other the necessity of so constructing the Rules and Regulations as to render their working in no respect inimical to the Provincial system of revenue. He adopted the latter course with the result that the value of the Inland Navigation concession has been affected to an extent which manifestly could not have been contemplated by the British Minister at the time of its negotiation. The memorandum which we previously forwarded to you afforded full information of the effects of the Rules and Regulations as now worked, and we do not deem it necessary to supplement them, but we would beg to point out that the trade between Hongkong and the Treaty ports on the West River, and between the Treaty ports themselves, is not of sufficient volume to allow of steamers being run profitably, but with liberty to call at ports, i.e. inland places, permission for which has been withdrawn since we addressed Sir Claude MacDonald on the 28th March, the increased traffic would in time probably be remunerative. The pioneer steamers which are now running cannot cover their expenses under existing conditions, and others specially constructed for the trade which are now leaving the builders' hands, and again others which have just been contracted for, had better not have been ordered.

In view of the foregoing we venture to again seek your good offices in the hope that you will be able to bring about a more practicable construction of the Rules and Regulations as they affect Navigation on the West River, which as already mentioned, cannot be said to have been opened to trade in the sense contemplated by Sir Claude MacDonald and understood by the public at large.

We have the honour to be, Sir,

Your most obedient servants,

JARDINE, MATHESON & CO.,
General Managers, Indo-China S. N. Co., Ltd.

BUTTERFIELD & SWIRE,
Agents, China Navigation Co., Ltd.

THOS. ARNOLD,
Secretary, H.K. Canton & Macao S. N. Co., Ltd.

To H. O. Bax-Ironside Esq., H.B.M.'s Charge d'Affaires, Peking.

THE CONSUL TO THE STEAMER COMPANIES,
British Consulate,
Canton, 9th August, 1899.

Gentlemen,—In reply to your letter of 7th instant, I beg to inform you that I telegraphed to Her Majesty's Charge d'Affaires as requested and that from his reply just to hand it appears that your letter of the 17th June miscarried and has never reached him. I am sending him a copy from one of my archives.

As you are laying your grievance before the Chamber of Commerce, it may be of interest to you to read the enclosed copies of two despatches dated June 10 and July 7 respectively, addressed to Her Majesty's Charge d'Affaires by me on the subject of the reading which the Imperial Maritime Customs have been pleased to put on the Steam Navigation Inland Regulations.

I am, Gentlemen,
Your obedient servant,
R. W. MANSFIELD,
Consul.

P. S. I shall be obliged if you will communicate the above to the Hongkong Chamber of Commerce and to the China Navigation Company.

Messrs. Jardine, Matheson & Co.,
Hongkong.

THE CONSUL TO THE CHARGE D'AFFAIRES,
British Consulate,
Canton, 21st July, 1899.

Sir,—In my despatch No. 77 of the 10th ultimo I had the honour to report that the I.M. Customs had prohibited launches plying under the Steam Navigation Inland Regulations from calling at Treaty ports *en route*.

This prohibition has now been extended to apply to Kowloon, Kowloon, Chuk Shiu Hong,

and Thak Hing, mentioned as "places of call" in the West River Regulations.

I have entered a strong protest against this ruling as being in direct contravention of Regulation 1, which says that steamers "may proceed to and from all the ports, places, and places of call, but they must not proceed to places outside of Chinese territory." (The italics are mine).

The result of this action, which I can only characterize as arbitrary, is that steamers, under West River certificate, cannot call now, having had their Inland Waters licenses withdrawn, anywhere but at open ports and "places of call," and steamers with the Inland Waters license, though they may pass these places, may not enter them. The whole traffic is therefore split up into two services, and two steamers running over the same ground are required to do the work of one. Under such circumstances, there has been no hesitation in saying that the Steam Navigation Inland Regulations are absolutely valueless.

I am powerless locally as the Commissioner of Customs states that he is acting under instructions from Peking.

I am, &c.,
R. W. MANSFIELD.

H.B.M.'s Charge d'Affaires, Peking.

H. B. M.'s Consulate,
Canton, June 10th, 1899.

Sir,—Referring to the remarks contained in my despatch No. 16 of the 11th April on the prayer of the Shipping Companies for "the rescinding of the Inspector-General's decision that inter-treaty port steamers shall not also be registered for inland navigation," I have now the honour to report that about a week ago the Inland Water licenses of the *S's Lungshan* and *Lungking*, two British vessels plying under West River certificates, between Canton and Wuchow via Samshui, were withdrawn, to their great considerable loss.

Two or three days later a British owned launch plying under Inland Water Steam Navigation Regulations between Canton and Shihing on the West River was informed by the Customs that she could not call in at the Treaty port of Samshui, which she passes *en route*.

That is the logical converse of the ruling of the Inspector-General with regard to the *Lung* steamers, but I venture to suggest that it is *reductio ad absurdum*. A British vessel running on a certain line under certain Regulations passes a number of ports. One of these happens to have been opened by Treaty and the remarks in the despatch are entered.

This is not a case where any loss of national revenue is involved, and it is conceded here that the liberty hitherto enjoyed had not led to any abuses.

It appears to me that the West River Regulations, while remaining in force for steamers running to and from Hongkong, might very well be abolished for steamers confined to Chinese inland waters. The Inland Waters Regulations with very slight modifications could be adapted to the whole trade, premising always that the disabilities caused by the present reading of the Regulations be removed.

The remarks in Consul Hiesie's Report on the Trade of Wuchow under the heading "Taxation of domestic trade" are very much to the point.

I have, &c.,
R. W. MANSFIELD.

H. O. Bax-Ironside, Esq., H.B.M.'s Charge d'Affaires, Peking.

THE CHARGE D'AFFAIRES TO THE STEAMER COMPANIES,
Peking, 24th August, 1899.

Gentlemen,—Your letter under date Hongkong, June 17, forwarded under flying seal through Her Majesty's Consul at Canton, and addressed to me only reached this Legation on the evening of Saturday, the 9th instant.

Referring to my letter to you of the 17th May, I beg to state that I have referred the whole question of the Rules and Regulations for Inland Steam Navigation in China to the Foreign Office for the consideration of the Marquess of Salisbury, Her Majesty's Principal Secretary of State for Foreign Affairs.

I am personally of opinion that the ruling of the Imperial Chinese Customs as laid down in Sir Robert Hart's letter to me of May 12th, copy of which was enclosed in my letter to you of the 17th May, is a fair one, in view of the original concession, which was made to allow foreign merchants to use steam vessels for conveyance of goods in the interior, in places where they have hitherto been allowed to use native boats.

It appears to me that you are anxious to obtain a share of the native carrying trade of the interior, which trade was not formerly carried on by foreigners using native boats. If this can be done under the existing Regulations, well and good; these Regulations ought not, however, to be strained to attain this object.

The Imperial Chinese Customs have decided that it is necessary to separate the two branches of traffic, inland and foreign.

This separation seems reasonable when the consequences which would result from the adoption of another are considered, as pointed out by Sir Robert Hart.

The question of the opening of the West River and the opening of the Inland waters are separate ones and the two branches of traffic are governed by separate Regulations.

It would be regrettable if experience showed that one branch of traffic cannot be made to pay without the aid and assistance of the other, and a request for a modification of the Rules and Regulations might eventually be based upon that ground, but sufficient time has not, in my opinion elapsed, nor have sufficient data been as yet forthcoming, to enable me to take action to obtain such a modification at the present time.

I am, Gentlemen,
Your most obedient servant,
H. O. BAX-IRONSIDE.

Messrs. Jardine, Matheson & Co.,
Butterfield & Swire,
and Thomas Arnold, Esq.,
Hongkong.

THE CHAMBER TO THE COLONIAL SECRETARY,
Hongkong General Chamber of Commerce,
Hongkong, 21st September, 1899.

Sir,—I am instructed to beg you will be good enough to lay before His Excellency the Governor statement of the manner in which the privilege lately secured by Sir Claude MacDonald of the navigation by foreign steamers of the inland waters of South China has been practically nullified by the interpretation given to the Steam Navigation Inland Rules and Regulations by the Inspector-General of the Chinese Imperial Maritime Customs.

A lengthy correspondence on this subject has already passed between the representatives of the Steamboat Companies, the British Consul at Canton, H. B. M.'s Charge d'Affaires, and Sir Robert Hart. The latter, referring to the Inland Rules and Regulations, lays it down that, owing to the hybrid character of the West River, being from one point of view a continuation of the sea and a highway leading to the two open ports of Samshui and Wuchow, and from another an inland water, there are two kinds of trade to be regulated, viz. inter-port and inland water trade, for which different rules of local customs have to be provided.

Thus the foreign steamers plying between Hongkong and Canton and Wuchow must be debarré from inland water privileges and those engaged in the inland trade could not be allowed to touch at the ports they pass *en route*.

Foreign steamers are also handicapped in competition with Chinese owned launches, which can be used for the towage of lighters, the latter carrying the cargo, the former merely supplying the means of propulsion.

As Mr. Mansfield has clearly pointed out, in one of his despatches to Mr. Bax-Ironside, the ruling of the Inspector-General is in direct contravention of paragraph 1 of the Steam Navigation Inland Rules and Regulations, which runs as follows:—

"The inland waters of China are hereby opened to all such steamers, native or foreign, as are specially registered for that trade at the Treaty Ports. They may proceed to and from all will under the following regulations, but they must confine their trade to the inland waters and must not proceed to places out of Chinese territory. The expression 'inland waters' is read with similar meaning to that given for places in the interior (see No. 1 in the fourth article of the Chefoo Convention)."

My Committee are of opinion that the British Minister, when negotiating for the opening of the inland waterways to foreign trade and navigation, had in view the unrestricted freedom of foreign steamboats to proceed from port to port along these waterways, and not for the navigation to be divided into separate classes, namely, interport and inland.

The Steamboat Companies have a further serious grievance in the fact that some little time after the concession was granted it was allowed to include the right of calling at way ports for passengers, but this privilege was, a few months ago, withdrawn without any reason being given, and the so-called opening of the Inland Waterways of South China has thus been narrowed down to a point which has rendered it a mere farce.

In consequence of this action of the Chinese Authorities, the Steamboat Companies, who had been induced by this supposed concession to construct boats specially adapted for the trade, now find themselves compelled to withdraw some of the vessels and, in effect, to retire from a trade which they had hoped to create by the provision of better facilities for more rapid communication.

The appeal of the Steamboat Companies to Her Majesty's Representative at Peking has been without effect, but the matter is one of such great importance to the trade of the Colony that they have now requested the Chamber to bring it to the attention of Her Majesty's Government through another channel.

The Committee therefore trust that His Excellency the Governor will have the kindness to lay the question before the Right Honorable the Secretary of State for the Colonies, who is known to take a lively interest in all that appertains to the progress of British trade.

As that progress has been checked and thwarted not alone by this open attempt to misconstrue the terms of an agreement but also by the effort to divert trade from foreign steamers by the grant of preferential duties on junk-borne cargo and by the grievous failure of the Kwangtung Authorities to maintain order on the West River and in the district watered by it, no resource is left to the Chamber but to place the circumstances in the possession of the Government in the hope that Sir Claude MacDonald will on his return to Peking come armed with definite instructions to take the necessary steps to render this concession a real benefit instead of a hopeless sham.

A copy of the memorandum on this question of inland water navigation addressed by the Steamboat Companies to Her Britannic Majesty's Charge d'Affaires in enclosed for the information of His Excellency the Governor.

I have the honour to be, Sir,
Your most obedient servant,
W. CHATTERTON WILCOX,
Secretary.

H. O. Bax-Ironside, Esq., H.B.M.'s Charge d'Affaires, Peking.

FROM OUR BOOKSHELF.

A BRIDE OF JAPAN, by Carlton Dawe, Hutchinson's Colonial Library. "A Bride of Japan" bears no dedication to anybody, but if we may be allowed to suggest one we would urge its author to dedicate it to "Youthful folly in the Orient." It is a curious thought to take and one of particular interest to Far Eastern residents, but we must leave that to them. It will not appeal so strongly to the mind of the untravelled Englishman. It requires a five years' residence cast of Suez to thoroughly appreciate the book at its full worth, for at home the distinction of colour is unknown. The question of black and white, brown and white and yellow and white has never been brought forcibly before the public, and it is upon this all-important question that the story hangs.

The hero, Henry Tresilian, is a Cornishman residing in Japan. He is described as being no saint, but a simple, unassuming, a type often to be met with in the Far East amongst the healthy minded Englishmen, who sin but are ashamed of it. They sin because they do so, and others do not so much from choice. However, Tresilian meets Sasa-san, a gardener's daughter, and falls under her spell, as she does under his. He shrinks from ruining her but is fully aware that his own ruin will be complete should he marry her, at least, he knows that public opinion will say so, and he recoils from such a step. But he cannot banish Sasa-san from his mind, and against the advice of his friends and his own conscience, marries her. Then comes the struggle. His friends on the one hand, drop off and he finds that he has lost caste, that he is a man without nationality, neither English nor Japanese, neither yellow nor white. He finds that he fails to elevate Sasa-san to his own standard, but is gradually sinking himself. At last an English woman, whom he had known before his marriage, takes pity upon him and the two commence a small intrigue, which is interrupted by Sasa-san appearing upon the scene with Tresilian's infant. This closes one chapter of his married life and he sinks still lower. Sasa-san at length bolts with another European and leaves the child. Then Tresilian comes to himself, and, both for his neglect of the child and his wife and his love for the small being, for whose existence he is responsible, and upon which he has hitherto looked with loathing, commences to dawn. His friend Tenre also comes to his rescue and strives to help him to once more build up his lost self-respect. The child dies and its loss almost wrecks its father again, but he struggles manfully and so gradually regains his former position. Sasa-san, after the death of the child, returns, but only to die, and Tresilian makes her last moments as peaceful as possible for her, though remorse for the misery which he recognises himself to be the cause has taken the place of love. Thus he once more becomes a white man.

The whole story is very powerfully told. The author appears to have thoroughly identified himself with his character of Tresilian and it is difficult to believe that the work is fiction, and not plain, bald narrative of personal suffering skillfully told. As a book with a purpose "A Bride of Japan" should stand high, for we do not think that a better argument against the mixed marriage could be brought forward. The author does not dabble in indecency either, as so many writers of books with such a name are inclined to do, but throughout the whole story a purport and cleanliness of mind is shown

which is a great relief after some of the newer school. Neither does he moralize from a religious point of view; he tells his story plainly and simply and so makes it much more impressive than it would be if otherwise treated. We recommend the book to all new comers to the Far East, be they male or female. The old hands know its lessons but will do well to see them in black and white.

THE DOUGLAS STEAMSHIP CO., LIMITED.

The following is the report for presentation to the shareholders at the sixteenth ordinary general meeting, to be held at the offices of the Company, on Saturday, the 30th day of Sept., 1899, at noon:—

The General Managers have now to submit their Report on the 16th year's working of the Company, ended 30th June, 1899. After paying all running expenses, Premium of Insurance, Remuneration to Consulting Committee, and Auditors' Fees, there remains a Net Profit of \$56,672.88, and with the consent of the Shareholders, it is proposed to appropriate this amount as follows:—

To write off \$39,647.64 from the Book Values of the Company's Property on the 30th June last (less the Amount of Reserve Fund and values of steamer *Hitching* and *Wharf*) being the equivalent of 8% thereon, and to transfer the balance of \$17,025.24 to Reserve Fund which will then amount to \$231,187.38.

The General Managers and Consulting Committee much regret that the result of the year's working compares so unfavourably with those of the past, and under the circumstances do not recommend the payment of a dividend.

During the period under review there has been an ample demand for tonnage, especially for Rice and food stuffs for Tamsui, and to meet same the Company found it necessary to charter outside steamers, which however were not well adapted for this particular trade, especially during the extremely stormy weather which prevailed in the Formosa Channel during the winter months, when they made long voyages resulting in loss instead of what would have been substantial profits in a moderate adverse season.

In addition to these adverse circumstances there has been competition on the Tamsui line by a Japanese steamer of the Osaka Shosen Kaisha, reported to be subsidised, and encouraged by the Japanese Government, since April last, necessitating the cutting of rates to an unremunerative level during the very period when the Company usually reaps the reward of the consistent maintenance of the line throughout the year.

This opposition still continues, and it is only after a most careful consideration of the position, the General Managers and Consulting Committee consider it extremely inadvisable to distribute any of the profits as dividend.

The steamer *Hitching* built by Messrs. Dunlop & Co., of Port Glasgow arrived on the 9th March last; her outward voyage was uneventful and satisfactory until after she had passed Aden when it was discovered that her furnace had collapsed, necessitating her return to Adey for survey and temporary repairs. The repairs occupied 15 days and she continued her voyage to this port under easy steam. After arrival a thorough survey of the boilers was held, and the furnaces set back in accordance with the recommendations of the Surveyors, and no further trouble has been experienced, except for this accident, in connection with which it must be mentioned that not the slightest blame is attached to the Engine room staff, the steamer has proved a valuable acquisition to the fleet, admirably adapted for every branch of our trade as necessity may demand.

After considerable trouble with the Contractor, the New Wharf has been available for use since the 1st of July last: one side is let to Messrs. Butterfield & Swire, the other side being utilised by the Company's steamers.

The steamers have been maintained in their usual state of efficiency; the *Formosa* having undergone a very extensive overhaul.

In conclusion it may be mentioned that the Amounts appearing as Freight due and Accounts received on 30th June, have all since been collected.

CONSULTING COMMITTEE.—Since the last General Meeting, Messrs. R. Sheehan, D. Gubbay and the Hon. J. J. Bell-Irving have resigned, the vacancies being filled by Messrs. C. A. Tomes, E. Shellin and the Hon. J. J. Keswick. The Committee now consists of Messrs. C. H. Thompson, C. A. Tomes, E. Shellin and the Hon. J. J. Keswick. In the terms of the Articles of Association all these gentlemen retire, but being eligible, offer themselves for re-election.

AUDITORS.—The present accounts have been audited by Messrs. J. H. Cox and W. H. H. Kell, who retire, but offer themselves for re-election.

DOUGLAS LAIRDAK & CO., General Managers.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the thirty-third ordinary meeting, to be held on Tuesday, the 10th October, 1899, at noon:—

The Directors have now to lay before the Shareholders the accompanying Statement of Accounts for the year ended 30th April last. The net premium amount to \$1,064,806.81 and the Working Account shows a balance at credit of \$418,555.95 which sum the Directors recommend be appropriated in the following manner:—

A dividend of 10 per cent. on \$95,900.00 holders, (\$4 per share) = \$3,836.00

A dividend of 15 per cent. on \$120,000.00 contributions, payable to all Contributors of business whether Shareholders or not, = \$18,000.00

To be carried to New Account, = \$202,555.95

\$418,555.95

DIRECTORS.—Mr. C. Beermann retired from the Board on leaving the Colony and Mr. E. Goetz accepted an invitation from the Directors to fill the vacancy, and his appointment will be submitted for the confirmation of Shareholders. Messrs. J. Thurburn and A. J. Raymond retire by rotation and offer themselves for re-election.

AUDITORS.—The accounts have been audited by Messrs. T. Arnold and H. U. Jeffries, who offer themselves for re-election.

J. THURBURN, Chairman.

Hongkong, 23rd September, 1899.

SHIPPING REPORTS.

Captain Webb, of the steamship *Cheong Cheo*, from Penang, reports:—Strong squalls and rain from N.W. to S.W. to the Paracels and to port fine weather, N.E. winds.

Captain Williamson, of the steamship *Cheong Cheo*, from Bangkok, reports:—Left Bangkok at noon on the 16th inst., Koh-si-chang at 2 p.m. on the 18th; experienced moderate to fresh N.E. wind and sea, fine weather.

Captain Curtis, of the steamship *Deawongse*, from Bangkok, reports:—Experienced fresh to strong S.W. monsoon with high following sea to Cape Padaran. From thence to port moderate to light easterly and N.E. winds with fine weather.

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer 29.824

Thermometer 80.4

Humidity 77

Rainfall 8.33

TO-DAY.

Monday, 25th September, 1899.

Chinese—21st of 8th moon of 25th year of K'uang-shi.

Sun—Rises 5hr. 50min.

Moon—Max. Dec. N. 6hr. a.m.

High water—Morning none

Afternoon 2hr. 16min.

Low water—Morning 6hr. 56min.

Afternoon 5hr. 15min.

ANNIVERSARIES.

1848—The Hungarian War of Independence commenced.

1857—Relief of Lucknow by General Havelock.

1870—Siege of Paris commenced.

1871—Land Regulations for Canton passed.

1878—During attack upon a Chinese shop in Wing-lok Street, Hongkong, by armed robbers, several constables wounded.

1890—Disastrous storm at Kagoshima, Japan.

1893—\$96,000 voted by Legislative Council for gaol extension in Hongkong.

1897—Death of the Shanghai Taitai.

TO-MORROW.

Tuesday, 26th September, 1899.

Chinese—22nd of 8th moon of 25th year of K'uang-shi.

Sun—Rises 5hr. 50min.

Moon—Last Quarter 10hr. 39 a.m.

High water—Morning 6hr. 50min.

Afternoon 4hr. 13min.

Low water—Morning 5hr. 16min.

Afternoon 5hr. 23min.

ANNIVERSARIES.

1834—Lord Napier arrived at Macao dangerously ill.

1841—Transport *Nerbudda* wrecked on the coast of Formosa.

1881—Typhoon on the coast of southern Japan, in which the British steamer *Asa*, then one day out from Nagasaki, on her passage to Shanghai is supposed to have foundered, with twenty-six Europeans and several natives on board.

1898—Wholesale repeal of Chinese reforms.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Tonkin*) to-morrow.

English (*Parimatta*) 29th inst.

American (*Doric*) 30th inst.

Canadian (*Empress of China*) 4th prox.

American (*Nippon Maru*) 10th prox.

The steamer *Hiroshima Maru* (Europe Line) left Singapore for this port on the 24th inst. at 1 p.m. with the Outward English mails, and is due here on the 29th inst. at about 8 a.m.

The P. & O. S. N. Co.'s steamer *Parimatta* left Singapore for this port on the 24th inst. at 1 p.m. with the Outward English mails, and is due here on the 29th inst. at about 8 a.m.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU G. E. P. Cook	NAGASAKI, KOBE AND YOKO- HAMA	THURSDAY, 28th Sept. at 4 P.M.
KOSAI MARU J. Nagao	VLADIVOSTOK, VIA SWATOW, CHOW, SHANGHAI, WU-HAI-WEI, CHONG, CHEUNG, NAGASAKI	THURSDAY, 28th Sept. at Noon.
FUTABA MARU J. Thom	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY AND MELBOURNE	FRIDAY, 29th Sept. at 4 P.M.
KAGOSHIMA MARU R. Nunome	KOBE AND YOKOHAMA	FRIDAY, 29th Sept. at 4 P.M.
SADO MARU W. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 6th October, at Noon.
TAMBA MARU J. W. Wale	MARSEILLES, LONDON & ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 28th October, at Noon.
HIROSHIMA MARU S. Yoshizawa	BOMBAY, VIA SINGAPORE and COLOMBO	SATURDAY, 31st October, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 25th September, 1899.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898.

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effective remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Praya Reclamation, Hongkong, on THURSDAY, the 12th October, 1899, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Accounts for the year 1898 and for the Half Year ending the 30th June, 1899, and of declaring Dividends.

The TRANSFER BOOKS of the Society will be CLOSED from the 2nd to the 12th October, both days inclusive.

By Order of the Board,
DOUGLAS JONES,
Secretary.

Hongkong, 20th September, 1899. [1199a]

THE POPULAR DINING ROOMS.

18, PRAYA CENTRAL,
(Near Hongkong Hotel).WILL OPEN shortly. Good Home Cook-
ing and Meals at all hours.

Hongkong, 23rd September, 1899. [1211a]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

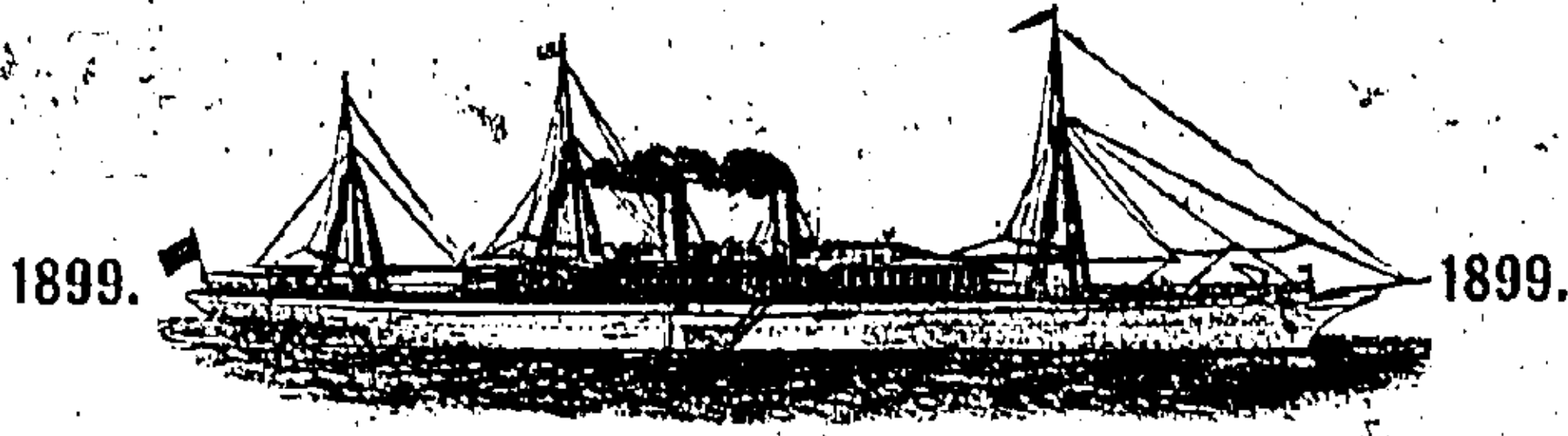
50 Cents per Box.

Prepared only by the Proprietor:-
THOMAS BEECHAM, St. Helens, England.SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:-
WATKINS & CO.,
APOTHECARIES HALL, 66, Queen's Road
Central, Hongkong.

[18]

Hongkong, 11th September, 1899. [1162a]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 27th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LEISURE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Fidlers Street, [13]

Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Thursday, 19th Oct.
at Noon.AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 14th Nov.
at Noon.HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 9th Dec.
at Noon.

THE Steamship

"NIPPON MARU,"
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA AND HONOLULU, on
THURSDAY, the 19th October, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.J. S. VAN BUREN, Agent,
Hongkong, 8th September, 1899. [131a]

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK
THE 3/3 A.L.I. American Ship"ST. MARK,"
Dudley, Master, shortly expected from MANILA
will load here for the above Ports and will have
quick despatch.For Freight, apply to
ARNHOLD, KARBURG & CO.
Hongkong, 20th September, 1899. [1198a]

FOR NEW YORK.

THE 3/3 A.L.I. American Ship

"CHALLENGER,"
Gould, Master, is now ready to load here for the
above port, and will have quick despatch.For Freight, apply to
ARNHOLD, KARBURG & CO.
Hongkong, 19th September, 1899. [107a]FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Monmouthshire [2874] W.A. Evans [Oct. 7.]

Aberglide [3777] J. Murray [Nov. 11.]

Monmouthshire [2874] W.A. Evans [Dec. 23.]

Aberglide [3777] J. Murray [Jan. 27.]

The attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Tables.
DOCTOR AND STEWARDNESS carried.
HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA £28.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the steamer).Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.For further information apply to
DODWELL & CO., LIMITED.
General Agents,
Hongkong, 18th September, 1899. [4]CARBOLINEUM-AVENARTUS
USED FOR OVER 20 YEARS.
With the Utmost Success.Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 17th September, 1899. [19]

Mails.

NORDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK
SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)HAMBURG-AMERIKA
LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAVRE AND HAMBURG.	26th Sept. Freight.
V. Buzer	(LONDON with transhipment in HAMBURG)	About 11th Oct. Freight and
*SAVOIA	HAVRE AND HAMBURG.	October. Passage.
Jäger	(LONDON with transhipment in HAMBURG)	About 30th Oct. Freight.
SERBIA	HAVRE AND HAMBURG.	October. Freight and
Osternann	(LONDON with transhipment in HAMBURG)	About 5th Nov. Freight and
*HEIDELBERG	HAVRE AND HAMBURG.	November. Passage.
Schneider	(LONDON with transhipment in HAMBURG)	About 15th Nov. Freight and
ANDALUSIA	HAVRE AND HAMBURG.	November. Passage.
Schröder	(LONDON with transhipment in HAMBURG)	November. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a D
a Stewardess.For further particulars as to Freight, Passage, &c., apply to CARLOWITZ &
Agents.U.S. MAIL LINE. OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Tuesday, 3rd October,
at Noon.City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Friday, 27th October,
at Noon.City of Tokio (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 21st Nov.,
at Noon.

THE U.S. Mail Steamship

"CHINA,"
will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on TUESDAY, the 3rd October, at Noon,
taking Passengers and Freight for Japan, the
United States, and Europe.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACI-
FIC, UNITED PACIFIC, DENVER and
RIO GRANDE, and other direct connecting
Railways and from Chicago to destination
the choice of direct lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.Passengers who have paid full fare, re-em-
barking at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.J. S. VAN BUREN, Agent,
Hongkong, 16th September, 1899. [1a]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG.
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS;
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRIN-
CIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen [Wednesday] 11th Oct.

Bayern [Wednesday] 18th Oct.

König Albert [Wednesday] 13th Dec.

Prinz Heinrich [Wednesday] 27th Dec.

Preussen [Wednesday] 10th Jan.

Karlruhe [Wednesday] 24th Jan.

Sachsen [Wednesday] 7th Feb.

Hamburg [Wednesday] 21st Feb.

Bayern [Wednesday] 7th Mar.

THE Steamship

"THYRA,"
will be despatched for SAN DIEGO VIA
AMOY, SHANGHAI, NAGASAKI, KOBE,
YOKOHAMA AND HONOLULU, on or about
SUNDAY, the 15th October.Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 22nd September, 1899. [133a]ON WEDNESDAY, the 11th day of Oct.
1899, at 9 A.M., the Company's Steam-
ship "SACHSEN," Captain F. Monte, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, calling
at NAPLES and GENOA.Shipping Orders will be granted till Noon on
MONDAY, the 9th October. Cargo and Specie
will be received on board until 5 P.M. on
TUESDAY, the 10th October, and Parcels will
be received at the Agency's Office until Noon
on TUESDAY, the 10th October. Contents of
Packages are required. No Parcel Receipts
will be signed for less than \$2.50 and Parcels
should not exceed Two Cubic Feet in
Measurement.The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.For further Particulars, apply to
MELCHERS & Co.,
Agents,
Hongkong, 13th September, 1899. [1162a]

NOTES ON CHEFOO RAQES.

The Chefoo correspondent, writing on the 15th inst. to the *Shanghai Daily Press*, says:—The greatest excitement of the season, the Raques, are now of the party. Probably there are some who even wish they never had been. The opinion of one who knows very little about racing matters is that it was a very one-sided meeting altogether. All the honours were easily won by either Mr. Sietas' Na-Na, and Katzenjammer, or Mr. Ransom's Daredevil and Whim. As to the Pari Mutuel, it so happened that more often than not, one paid for the privilege getting out less than one put in, even though holding the winner's ticket. As far as the weather was concerned, nothing could have been better, on both days. An enterprising Japanese photographer secured several good views on the first day and got a good return selling them next day.

Just towards the last race a rather gruesome incident occurred close to the race course, opposite the grand stand. A foreigner was passing round, came upon a coolie, who was lying on the beach, as if he had been killed. The coolie was a Khasi, a native of the hills, who jumped overboard from the steamer *Chigar* a few days ago. What happened to the coolie has not yet transpired, but it was a surprise to suddenly come upon the corpse about 7.30 this morning lying on the beach. Customs band in a glaring sun. Certainly most were wrapped around it and only feet and hands were visible. It seemed very strange that though a suicide no one had seemed to be interested enough to have the corpse put under cover somewhere.

The Off Day's racing to be held to-morrow, the 16th, will probably find the ponies a little more evenly matched, and the results will be exciting, because uncertain. A race of ball is to be given on Monday, the 18th, if the weather holds as it is at present, the morning will be, to say the least of it, a trifle

A GERMAN VIEW OF ENGLAND'S ABSTENTION FROM THE PARIS EXHIBITION.

Commenting on the telegraphed report that English and American exhibitors were withdrawing from the Paris Exhibition, the *Ostasiatische Lloyd* makes the following suggestion:—It would be a mistake, in our opinion, to regard this as a Jewish success. Much more probably the real reason is that the English manufacturers no longer have the courage to send their exhibits, for they well know that they cannot now as formerly maintain a comparison in the mass with the German exhibits. Germany has never before been so strongly represented at the Paris Exhibitions as England, and the change seems to annoy Englishmen. The Dreyfus case, which has caused annoyance to so many, will therefore still seem to have its good side, as it will afford them a plausible pretext for retreat.

NEWS FROM MANILA.

The following is from the *Manila Times* of the 18th inst.

CAPTURE OF SMUGGLERS.
ILOILO, September 16th.

A small detachment of I Company, 18th Infantry, has returned from a recent expedition in the *Nesam* and *Samar*, two of the gunboats of the mesquite fleet, made up of the coast of Panay as far as San Jose, a rebel stronghold, well fortified, which was bombarded. The *Nesam* captured a casco which was conveying stores to the rebels and the crew of 18 natives and Chinos were made prisoners.

Last Friday night the boat sailed, the purpose being to go up the coast in search of a filibustering steamer reported to be in this vicinity with a large supply of arms and ammunition for the Filipino army. Some twenty miles below San Jose a large casco was seen suspiciously close to the shore and boats were put out with a party of Marines and the 18th Infantry men to board her. As the *Nesam* went to number of native boats that were rowing out to the casco hastily put back and natives in them flew into the bush without taking time to pull their boats up on the beach. On nearing the casco the boarding party found she was aground on a sandbar. Boarding her, clearance papers were found to be regular, permitting her to carry a cargo of rice, vino, hams and potatoes to Negros. The master had a plausible story to account for his nearest to the shore, claiming the wind had blown him thither, but the boarding officers were not to be hoodwinked by his plausible stories and a comparison of the cargo with the papers showed that half the rice that was destined for Negros had already been landed. This accounted for the presence of the natives and some score of carabao carts on shore.

Half of the rice and all the vino was heaved overboard and the casco at once righted and was towed back to Iloilo and the hams and potatoes confiscated and the filibustering steamer up to the old fort for confinement.

Saturday the *Nesam* put out again, arrangements being made for the *Samar* to join her up the coast. On the second cruise another casco landing provisions for the rebels was discovered and sunk with a few well directed shots.

A very good harbour was found at San Jose at the mouth of the river and after cruising about out of range of guns visible on the fortifications the filibustering steamer was discovered well up the river. A party of boats coaled behind a mask of palm leaves that had been rigged up to cover her masts and stack. After consultation the officers decided to crowd in closer, taking the risk of the guns on the fortifications being of modern make. The boats crept in slowly and at about one thousand yards a battery turned loose from the fort. Its shells fell short and the little battle ships spat out a destructive fire which silenced the guns of the fortresses and made great gaps in the walls and fortifications. The *Nesam* demolished a bamboo bridge across the river. A vast throng of natives armed with rifles kept up an incessant fire at the gunboats for a mile up the coast and it was plain that they have a big force in the vicinity of San Jose. The city lies on a hilly stretch of ground rising from the bay. The country beyond seemed to be very fertile and thickly populated.

No attempt was made to land the marines as it was regarded as foolish to make such an attempt in the face of overwhelming odds. The "I" company men are confident that the enemy could be safely and easily landed here with the support of a man-of-war.

The filibustering steamer crawled further up the river and on account of the tide it was not possible to follow her. The *Nesam* returned in the night, the *Samar* remaining until noon the following day. Both boats had about exhausted their ammunition and returned to Iloilo to coal and take on new supplies. Another cruise after filibusters will be made shortly.

ALLEGED SPIES.
A SPANISH AND A FILIPINO ARE CAUGHT PROWLING AROUND THE POWDER MAGAZINE.

Two shady-looking individuals were brought over from Cavite on Saturday consigned to the

mercies of the Provost Marshal General, that their case might be carefully looked into.

Sergeant Currie and two members of the marine corps brought their prisoners—one a Spaniard and the other a Filipino, carefully linked together with a "bracelet" and surrendered them to the Provost Marshal, from whence they were forwarded to Ando Street.

It is thought that an important capture of spies has been made. They were arrested by a member of the Marine Battalion, who are guarding the arsenal and navy yards at Cavite, on post to at the lately removed powder magazine. The sentry on the beat observed these two men hanging around the magazine and hailed them and questioned them what they wanted. They replied that they were in Cavite looking for employment and were just looking around. The sentry then placed them under arrest, and when they came to be searched a brand new army Colt's revolver was found on the Spaniard.

The powder magazine was changed from its old location about two weeks ago to its present one in seawall further up, where it is much drier and more spacious. Notwithstanding this advantage it is in a more exposed position and must be carefully watched. The Spaniards formerly had their magazines here, and upon this same spot where the prisoners were taken three Spanish soldiers have been killed on different occasions. The magazines are divided into sections, which are assigned to the ships, and each section has its ammunition sorted and enumerated on the partitions. If a spy was able to obtain an entrance therefore it would be an easy matter to obtain all the necessary data he required. A few notes, mental or otherwise, would sufficiently answer his purpose, so that he could place the enemy in possession of important information.

What would serve an enemy's cause much better though, would be to blow up our store of ammunition, and the revolver which was discovered on the person of the Spaniard lends strength to the belief that information was not their object. A well directed pistol shot in the right place would accomplish disastrous results.

If these men were in Cavite for the purpose of employment they certainly knew better than to look for it in a powder magazine, besides, Cavite has a well known employment bureau.

A magazine is a well known object of avoidance to everyone and none are allowed near it, not even our own soldiers or marines, when off duty. In some countries the sentries stationed on guard over a magazine have orders to shoot down anyone who crosses their beat without a challenge, as is the case in Russia, and the story that these employment-seekers did not know they had no business there is too thin a yarn to pass.

ANGELES BOMBARDED.
SHELLS FAIL TO EXPLODE.

All is comparatively quiet along the North line. Of course the outposts or scouts have occasional bickering with the enemy, but nothing of sufficient importance has elapsed to sing rhapsodies. The headquarters, now that the railroad is in a fit state to be run over by all sorts and conditions, will probably commence moving from San Fernando to Angeles at the latter end of this week. The soil along the railroad from San Fernando to Angeles is of a sandy nature, consequently drier, and is more open than the surrounding country. The dikes, however, are still full of water and apparently it is still raining in heavy showers every day.

Last Saturday night about a quarter to seven, just when it was becoming dark, the insurgents fired a salvo of Krupp and Hotchkiss rapid-firing guns. They sent two shells hurtling through the air with no effect, only one of them bursting. Thanks to the use they made of black powder, Battery E of the 1st Artillery and a detachment of the 3rd Artillery were able to silence them in a very short time at a range of 1500 yards. The 12th Infantry, under Col. Smith, turned out, but they had no occasion to be brought into play. That same afternoon fifty-three Chinamen had passed through our lines, probably they knew of the prospective attack and were afraid of our retaliation.

Manilawards in the train rather an amusing episode occurred. The carriage filled up with a family of Filipinos at Angeles. When they were some ten miles down the line suddenly it was discovered that baby had been forgotten. Then the mother dropped down on her knees and beseeched the conductor to stop the train. Baby was there after all counted cards and spades.

We must apologize to those who are always looking at the front hoping for thrills and sensations, for not being able to accommodate them, later on perhaps that may not be the case.

The track to Angeles will be completed by to-day noon, and trains will be run the full length of this extension from now on. Though trains have been running over the road the past week the track has lacked a few hundred yards' completion until to-day evening. A heavy storage of steel rails, but little, the able superintendent of the road, has easily overcome this obstacle, and direct communication is now established with the front.

ACUINALDO EXPECTS ARMS.
HE EVIDENTLY EXPECTS TO MAKE A PROTRACTED FIGHT.

Manuel Oliver, a civilian in the employment of Colonel Parker, was in town from Calamba last Saturday, and reports all quiet at that point save for an occasional exchange of shots by the outposts.

Mr. Oliver, who is a fluent speaker of Spanish, says that in a conversation with five escaped Spanish prisoners who entered our lines at Calamba about ten days ago, they told him that just prior to their escape an expedition of thirteen pack-horses, loaded with \$50,000 in Mexican money, the funds of the insurgent government, had crossed the mountains on the south, attended by a strong armed escort. The money was sent by Aguinaldo in payment for a large consignment of arms and ammunition which they presumed was to be landed somewhere on the southeastern coast.

There is certainly no doubt that the backbone of the insurrection is broken, but it yet lies in the power of the rebel leaders to maintain a protracted guerrilla warfare, beyond giving the United States much trouble, can be attended with no gain to himself. His intention to resist till the bitter end is evidenced by his continual determined attempts to land arms, if these stories are to be believed.

The escaped prisoners also stated that they did not estimate the insurgent armed strength at more than 30,000 or 40,000. This tallies with other reports which have been received which give the strength at the way from 30,000 to 40,000. These figures of course indicate the number of rifles at their disposal, but men who have come from rebel territory recently say that there are six men to every rifle, so that unless many arms are taken, the work of reducing the enemy's armed strength is going to be a slow process, if it is to be accomplished by force alone. The rebels have two modern Gatling guns, also, so on the south lines, and some lesser quality artillery.

No advance from Calamba is to be expected in the near future, though it is possible one will shortly be made on the line from San Pedro Macati to Imus.

THE SHADOW OF THE PLAGUE.

Is the plague coming to England? Are we to have a repetition of the horrors of the seventeenth century? These sound rather alarmist questions but it looks as if they would have to be taken seriously into consideration. Alexandria is sustaining a severe visitation from the dread disease, and Alexandria is within a week's journey of London. Five years ago, according to the *British Medical Journal*, the present epidemic commenced its progressive career on the extreme east of the Asiatic littoral, and during that time it has travelled to the Mediterranean. Will Europe, asks our contemporary, be in the throes of an epidemic plague with all its terrors to life and its dislocation of commerce? It is possible, perhaps even probable, that such will be the case. A disquieting pronouncement surely, says the *Singapore Free Press*.

A WOMAN MURDERED.

A Siamese woman was murdered on the 11th inst., reports the *Bangkok Times*, in the lower part of the town—Bangkwang lane, which is in the neighbourhood of Poh Chin Soo's rice mill. Robbery was apparently the object of the crime. She had come to Bangkok from the country in a paddy boat, and went last evening in the company of a boatman, a *luk chin*, to see the wonders of Bangkok. It was on her return that she was murdered. She and her companion went down the lane together lighting their way by torches. After a little the lights were extinguished, one cry was heard from the woman, and that was all—till this morning, when the body was found stabbed in sixteen places. Her ear-rings and a gold chain that she had worn were missing, and the boatman is said to have disappeared. The murder was committed quite close to a police station, and it is causing much excitement.

A JOURNALIST AT PNOMPENH.

M. Turol, comments the *Bangkok Times*, had the bad taste to say to Saigon that its climate was detestable, and that the residents drank more absinthe than he had ever seen any people drink. But Saigon has got even with him. The following appears in big type in the *Quotien*:—"It is true that on the occasion of his visit to Phnompenh our confrere, M. Turol, the correspondent of the *Paris Republique* and the *Monde Illustré*, received a sum of \$7000 from King Norodom on a promise to undertake a campaign in the Paris newspapers for the re-establishment of the Cambodian dances with all the pomp and magnificence of former days. For want of money it seems that King Norodom is obliged to be content now with a very shabby corps de ballet that does not at all meet the requirements of the royal Cambodian court. Is it true?"

HAPPY THOUGH HURRIED.

A felicitous instance of marriage in haste with a Manchester girl figuring as the bride and a Boston man as the groom took place in the post-office at Holderness recently. The principals in the affair were Miss May Hamilton, of Manchester, and George De Merritt, of Boston. Mr. De Merritt and Miss Hamilton, with Miss Belle Avery and Mr. Hill both of Manchester, drove from the hotel to Ashland, five miles away to witness a ball game. On the return home as a joke, it was proposed that De Merritt and Miss Hamilton should get married. After much fun-making the pair acted upon the suggestion, and called upon Mr. Curry, the town clerk, at Holderness. Mr. Curry is a justice of the peace, and before the ink was dry upon the license the couple had entered the bonds of wedlock. On the return of the party to the hotel the matter was discussed and developed that they had been legally married. The couple at first were dumfounded, but now are happy and will live together.

CHEESE AS A DIGESTER.

A well-known doctor recently said that the man who started the story that cheese has the faculty of digesting everything that has been eaten before it deserves a brass medal as the champion false alarm creator. As one result of his efforts, thousands of people eat cheese with pastry so as to prevent indigestion, and when indigestion follows they blame themselves for not eating enough cheese, when it is really because they have eaten too much of it. Cheese is really about the hardest thing to digest that a man can swallow. The lightest kinds take four or five hours to digest while the heavier varieties take eight and ten hours. Instead, then, of expediting the process and preventing indigestion, cheese gives the stomach exceptionally hard work to perform and is responsible for a large amount of discomfort and bad temper.—*Star*.

For Sale.

FOR SALE.
THE STEAMLAUNCH, WINDSOR HOTEL, 1 Year Old, 58 feet Keel, 11.6 Width, 64 Deft. COMPOUND ENGINE.
Apply to
P. BOHM,
Windsor Hotel.
Hongkong, 21st September, 1899. [12]

FOR SALE.
HOTEL BUSINESS IN NORTHERN PORT, Long Lease at very Low Rental, Good paying concern. Owner obliged to return to England through ill health.
For further Particulars, apply in First Instance, by Letter to
G.W.W.,
Office of this Paper.
14th September, 1899. [1777a]

'SERRAVALLO'S FERRUGINOUS QUININE.
THE GREAT AUSTRIAN TONIC.
OF PERUVIAN BARK AND IRON.
Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an EXQUISITE TASTE.
Sole Agents for Hongkong—
A. S. WATSON & Co.
Hongkong, 1st September, 1899. [37]

Entertainment.

FAREWELL PERFORMANCE OF
MISS JANET WALDORF
AT
THEATRE ROYAL.
on
THURSDAY, the 28th September, 1899,
in
"INGOMAR,"
"THE BARBARIAN."
Assisted by the
A. D. C.,
and
NORVAL MCGREGOR.
JANET WALDORF
as
"PARTHENIA."
NORVAL MCGREGOR
as
INGOMAR
and
FULL CAST OF CHARACTERS.
PRICES\$3, \$2 & \$1.
Soldiers and Sailors in Uniform, 50 cents.
Seats on sale at ROBINSON'S PIANO CO.
Hongkong, 20th September, 1899. [1197a]

Auction.

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by
PUBLIC AUCTION
at his Sales Rooms, Zeland Street, No. 2,
on
SATURDAY, the 30th September, 1899,
Commencing at 3 P.M.
A LARGE AND VALUABLE LOT OF
DIAMONDS AND JEWELLERY.
All guaranteed to be genuine Brilliants and 18 Carat Gold.
Comprising:—
BROOCHES, EARRINGS, SCARF-PINS, LADIES' AND GENTS' RINGS, BRACELETS, PENDANTS, with DIAMONDS, RUBIES, EMERALDS, SAPPHIRES, ALEXANDRINE, OPALS and PEARLS.
Catalogues issued Prior to Sale.
On-terms of the Undersigned.
Terms of Sale:—Cash before delivery.
PAUL BREWITT,
Auctioneer.
Hongkong, 23rd September, 1899. [1206a]

Shipping.

STEAMERS.
CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI AND KOBE.
THE Company's Steamship
"TSINAN,"
Captain Andersen, will be despatched as above on SATURDAY, the 30th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st September, 1899. [1200a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through CARGO to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"AIRLIE,"
Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly-qualified Surgeon are carried.
Return Tickets issued by this Company and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 9th September, 1899. [149a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"SARPEDON,"
Captain Grier, will be despatched as above on TUESDAY, the 3rd October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [148a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.
FOR PHILADELPHIA AND NEW YORK.
THE New Steamship
"PING SUEY,"
Captain C. de La Perrelle, will be despatched for the above Port, on or about the 5th October.
For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 21st August, 1899. [1020a]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"ARGYLL,"
will be despatched for the above port and will be followed by
S.S. "JOHN SANDERSON" At intervals
S.S. "AFGHANISTAN" At intervals
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 7th September, 1899. [1941a]

FRESH AUSTRALIAN BUTTER.
JUST LANDED a Fresh Consignment of ROSE BUD BRAND, FRESH ROLLED BUTTER, and to be had always at very Moderate Price.
H. RUTTONJEE,
13 & 15, Dagul Street,
Hongkong,
21 & 23, Elgin Road, Kowloon.
Hongkong, 8th September, 1899. [144a]

Consignees.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"CANDIA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ, HOMBAY, AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From Madras, 42 S.S. *Goodland*.
Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-MORROW.
Goods not cleared by the 25th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 19th September, 1899. [15]

NORDEUTSCHER LLOYD.
NOTICE TO CONSIGNEES.
S.S. "SACHSEN."
THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded—unless notice to the contrary be given before Noon, TO-DAY.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th instant, and THURSDAY, the 28th instant, at 9.30 A.M. All Claims must reach us before the 5th October, or they will not be recognized.
Bills of Lading will be countersigned by the Undersigned.
No Fire Insurance has been effected.
MELCHERS & Co.,
Agents.
Hongkong, 19th September, 1899. [1166a]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES OF CARGO per Steamship
"CHINA,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN,
Agent.
Hongkong, 21st September, 1899. [1-w 1]

NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
THE P. & O. S. N. Co.'s Steamship
"JAVA,"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From Italy, 22 S.S. *Thames*.
Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.
Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 22nd September, 1899. [1-w 5]

To be Let.
TO LET.
SEMI-DETACHED VILLA RESIDENCE, Bowen Road (now in course of erection).
PROPERTY lately occupied by the Bowring Saw Mills.
GROUND FLOOR, 52, PEARL STREET.
OFFICES:—1st floor, No. 10, PRAVA CENTRAL (lately occupied by Messrs. MELCHERS & Co.).
"HARFORD" MAGAZINE GAP.
No. 4, RIFON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th August, 1899. [12]

TO LET.
ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.
"H."
c/o of this Office.
Hongkong, 17th May, 1899. [664a]

TO LET.
OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).
Apply to
Comptroller Office.
E. C. HOCHAPPEL,
Hongkong, 23rd March, 1899. [398a]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prais at every Exhibition; also for Villeret and Sautter's celebrated OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.
Nos. 14 & 15, Queen's Road, Central.

RIGAUD'S
This fugative and delicate perfume is persistent as an Extract for the hair, and as a Soap and Powder.
It has been adopted by the most refined French Society.
RIGAUD & Co.
10,000
Warranted Genuine
First quality
Paris
RIGAUD & Co.

THE MUTUAL STORES
(SUB AGENTS LIPTON LIMITED.)
57 & 59, QUEEN'S ROAD CENTRAL.
ALL KINDS OF
PROVISIONS, CUTLERY, BRUSHES, BROOMS, VINOLIA SOAPS, AND SCENTS, FANCY GOODS, TOBACCOS AND CIGARETTES.
CHEAPEST HOUSE IN THE COLONY.
Hongkong, 5th September, 1899.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINLER'S PATENT MOTOR LAUNCHES, &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [139]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO., LD., DUNLOP TYRES BICYCLES—PRICE, \$160.
A special reliable Watch made for this Climate.
Quality A\$16
Quality B\$12
40, QUEEN'S ROAD, Watson's Building.

MITSUBI BUSSAN KAISHA.
No. 6, Ice House Street, Praya Central.
Head Office:—TOKIO.
Branch Office:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.
Agents:—
Milki Coal Mines.
Kanda Coal Mines.
Hokoku Coal Mines.
Yoshitani Coal Mines.
Onoura Coal Mines.
No. 1, Ohtsui Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanagafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Milke Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
MITSUBI BUSSAN KAISHA, K. HASEGAWA, Manager.
Hongkong, 19th August, 1899. [45]

NOTICE.
NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
c/o This Office.
Hongkong, 18th August, 1899. [1048a]

RIGAUD'S
This fugative and delicate perfume is persistent as an Extract for the hair, and as a Soap and Powder.
It has been adopted by the most refined French Society.
RIGAUD & Co.
10,000
Warranted Genuine
First quality
Paris
RIGAUD & Co.

